

CITY OF MINNEAPOLIS PLANNING DEPARTMENT

DOWNTOWN EAST / NORTH LOOP MASTER PLAN

Chapter Seven Phasing and Implementation Plan

Chapter Seven deals with the initiatives and priorities needed for achieving the sort of physical development called for throughout the master plan. This chapter assumes that new development within the Project Area will be based on the recommendations made throughout the document concerning both revisions to the physical environment, as well as revisions to the City's regulatory framework. The intention of this chapter is to establish a baseline of information from which the City, developers, neighborhoods, and communities can begin to understand, discuss, and participate in how Complete Communities unfold in Downtown East and the North Loop. In short, it considers the issue of how and when the vision called for in previous chapters of this document might be implemented into the physical environment of the Project Area.

CHAPTER SUMMARY

The first section of Chapter Seven is intended to help the City establish priorities for moving forward with enhancements to the public realm and infrastructure. The second section of the chapter is intended to help the development community understand the potential that lies within the Project Area. By drawing on information derived from the market analysis (see Chapter Three, it lays out the key development objectives and projects that will be necessary to implement the vision called for in the master plan. Additionally, it describes individual springboard projects that are intended to demonstrate applications of the plan principles in selected locations throughout the Project Area.

INFRASTRUCTURE INVESTMENTS IN THE PROJECT AREA

Implementation Objective: In order to encourage a diverse mixed-use area with buildings that contain commercial, residential, recreational and institutional uses throughout the Project Area, the City of Minneapolis will need to draw on its relationships with its intergovernmental partners and the development community to undertake a series of both large and small infrastructure improvement projects. The principal objective is to attract new invest-

ment, promote construction of Complete Communities, and make more efficient use of downtown land and infrastructure.

Infrastructure Investments in Downtown East:

- Establish a pedestrian-friendly streetscape along the length of the 5th Street LRT Corridor east from the Downtown Core to the Metrodome and the Downtown East LRT Station.
- Extend Chicago Avenue north to South 2nd Street.
- Incorporate a streetscape along Chicago Avenue to tie together the central riverfront, the Mills District, Downtown East and Elliot Park.
- Encourage street-level improvements around the Metrodome and HCMC to create visual and functional links through the area around these megastructures.
- Reserve the eastern portion of one of the as-yet undeveloped blocks along Portland Avenue (in the Core Expansion Area) for a possible underground electric substation within the area designated as open space.
- Maintain and enhance 11th Avenue South as an important link between the central riverfront, the Mills District, Downtown East, and Elliot Park.
- Undertake a transportation feasibility analysis that explores elimination of the north lane of traffic on South 5th Street between Park Avenue and Fifth Avenue South in order to maintain a consistent and high quality pedestrian connection between the Metrodome and the Downtown Core along the 5th Street corridor.
- Work with intergovernmental partners to develop new freeway connections between I-35W and South 3rd and 4th Streets as

a compliment to the existing interchange at Washington Avenue South.

- Re-link South 3rd Street to 11th Avenue South to facilitate better traffic distribution throughout downtown.
- Pursue a long-term strategy of decking over the freeway entry / exit trenches linking Interstate 35W to South 3rd and 4th Streets (adjacent to the Hiawatha Light Rail Line) to create public open space to the north of the stadium and the development of more pedestrian-friendly streets around the stadium. Developable land would be made available by relocating the 4th Street freeway access northward and pairing it with the 3rd Street freeway exit.
- Establish a new Light Rail station to serve the Hiawatha Line and the Central Corridor Line in the vicinity of Eleventh Avenue South and South 4th Street.

Infrastructure Investments in the 5th Street Spine and the Downtown Core:

- Establish a pedestrian-friendly streetscape of widened sidewalks, tree planters, upgraded street lights with banner arms, street furniture and other urban design features along the length of the 5th Street LRT Corridor as the preeminent east-west pedestrian connector throughout the Downtown.
- Through public and private efforts, integrate the Nicollet Mall LRT Station with the City's Skyway System so it becomes a focal point for new mixed-use, development that anchors redevelopment in the North Nicollet Mall area of the existing Downtown Core.

Infrastructure Investments in the North Loop:

- Establish a pedestrian-friendly streetscape along the length of the 5th Street LRT Corridor from the Downtown Core west to the new ballpark and the multi-modal station.
- Undertake a feasibility analysis concerning air rights development and the potential for reconnecting infrastructure by decking over "The Cut."
- Work with intergovernmental partners to incorporate a full-service, multi-modal rail station as a catalyst for air rights development above and within The Cut. The station should be located and designed in such a way as to maximize the human interface between multiple modes of local, regional, and national transportation and new and existing development in Downtown Minneapolis.
- Locate a new light rail station along North 5th Street to be integrated with the new multi-modal rail station and the existing bus terminal in the 5th Street Ramp.
- Remove the on/off viaduct ramps that undermine redevelopment by stretching over the North Loop between Second Avenue North and Interstate-94.
- Re-establish the city street grid in the North Loop by reconnecting North 3rd Street, North 4th Street and Fourth Avenue North.

Though it is important for the public sector to take the lead in making the necessary infrastructure investments, obviously it is not possible to implement all of these enhancements at once. These projects will need to be prioritized to be in tune with the development market and policy decisions about where growth and change should be encouraged first (see Figure 7.1, page 129). Three phases of development are suggested:

Near-Term: Projects that ought to be implemented so that they are operational as soon as or as soon as possible after the Hiawatha LRT line opens (within 5 years).

Mid-Term: Projects that ought to be implemented in conjunction with development that is likely to occur in the decade after the Hiawatha LRT lines opens. These projects should be considered in conjunction with the construction and opening of the NorthStar Commuter Rail Line to St. Cloud and/or the Central Corridor LRT line to Downtown St. Paul (within 15 years).

Long-Term: Projects that ought to be implemented in conjunction with development likely to occur more than decade after the initiation of rail transit in Downtown Minneapolis. These projects should be considered in conjunction with the construction and opening of the Red Rock Commuter Rail Line to Hastings, the Dan Patch Commuter Rail Line to Northfield and/or the Southwest Corridor LRT line to the southwest suburbs (within 25 years).

PROPERTY DEVELOPMENT IN THE PROJECT AREA

Implementation Objectives: Minneapolis should encourage a diverse mixed-use area with buildings that contain commercial, residential, recreational and institutional uses throughout the Project Area. The principal objective is to attract new investment, promote construction of Complete Communities, and make more efficient use of downtown land and infrastructure.

Priorities for Property Development Priorities in Downtown East:

- Encourage medium-density mixed use development throughout Downtown East (as indicated in the Land Use Plan).
- Establish a new downtown park along the west side of Portland Avenue through the development of parcels in the Downtown Core expansion.

- Encourage the emergence of street level retail along Washington Avenue South (as called for in the Update to the Historic Mills Plan).
- Encourage the emergence of street level retail along Chicago Avenue from South 5th Street to South 2nd Street to create a vital link between the Downtown East LRT station, the new Guthrie Theatre, and the central riverfront.
- Encourage the emergence of neighborhood-oriented street level retail at the intersection of Chicago Avenue and South 9th Street.
- Encourage the emergence of neighborhood-oriented street level retail at the intersection of 11th Avenue South and South 8th Street.
- Encourage Hennepin County Medical Center (HCMC) to optimize development on the block south of the Downtown East LRT station as mixed-use, transit-oriented development (TOD) that helps to create a functional village center.
- Encourage the ongoing preservation and rehabilitation of existing “brownstone” buildings in the area along South 9th Street and South 10th Street. Encourage infill development in the gaps between existing buildings.
- Encourage reduced reliance on the private automobile and greater reliance on public transit through the establishment of a maximum parking requirement (as opposed to minimum parking requirements).

Priorities for Property Development in the 5th Street Spine and the Downtown Core:

- Encourage high-intensity commercial office development on selected, underdeveloped sites located within the existing

Timing	Precinct Number	Precinct Name	Infrastructure Project
Near-Term	5	Washington Village	Extend Chicago Avenue to South 2nd Street
Near-Term	8	5th Street Spine	Implement 5th Street Streetscape (Chicago Avenue to First Avenue North)
Mid-Term	2	HCMC	Implement Metrodome / HCMC Streetscape
Mid-Term	4	East Washington	Establish new LRT Station at Eleventh Avenue South and South 4th Street
Mid-Term	5	Washington Village	Implement Chicago Avenue Streetscape
Mid-Term	7	Downtown Core Expansion	Construct Electrical substation underneath open space at Portland Avenue Park
Mid-Term	7	Downtown Core Expansion	Eliminate traffic lane on 5th Street (between Park Avenue and Fifth Avenue South)
Mid-Term	8	5th Street Spine	Integrate Nicollet Mall LRT Station with Skyway System
Mid-Term	9	West Hennepin	Extend 5th Street Streetscape west from First Avenue North
Mid-Term	13	The Cut	Incorporate Baseball Park and public plaza into air rights development above The Cut
Mid-Term	13	The Cut	Incorporate multi-modal rail station into air rights development above The Cut
Mid-Term	13	The Cut	Construct New LRT Station along North 5th Street
Long-Term	3	Elliot Park East	Enhance 11th Avenue South with streetscape improvements
Long-Term	4	East Washington	Construct new freeway connections linking I-35W to South 3rd and South 4th Streets
Long-Term	4	East Washington	Relink South 3rd Street to 11th Avenue South
Long-Term	4	East Washington	Deck over freeway entry / exit trenches linking I-35W to South 3rd and South 4th Streets
Long-Term	11	Freeway West	Demolish viaduct to I-94 in the North Loop
Long-Term	11	Freeway West	Re-establish North Loop street grid by reconnecting North 3rd Street and North 4th Street
Long-Term	13	The Cut	Reconnect North 3rd Street and North 4th Street on decking over The Cut
<p>Near-Term = Within 5 years Mid-Term = Within 15 years Long-Term = Within 25 years</p>			

Figure 7.1 Infrastructure Investments in the Project Area

core, and are within convenient walking distance to the Downtown East LRT Station and the Government LRT Station.

- Encourage high-intensity commercial office development within the proposed expansion area of the Downtown Core (as indicated in the Land Use Plan).
- Wherever possible, encourage street level retail along the 5th Street LRT corridor to create and reinforce a vital east-west link between the Downtown East and the North Loop.
- Encourage reduced reliance on the private automobile and greater reliance on public transit through the establishment of a maximum parking requirement (as opposed to minimum parking requirements).

Priorities for Property Development in the North Loop:

- Encourage medium-density mixed use development throughout the North Loop (as indicated in the Land Use Plan).
- West Hennepin shall be regarded as an area where the historic character is to be maintained and enhanced through new development by adaptive reuse and infill development at a scale similar to that of existing buildings. Maintain and enhance street level retail throughout the West Hennepin Development Precinct.
- Establish a new downtown park as part of the air rights development over “The Cut” to create a vital link between the ballpark, the multi-modal station and Washington Avenue North.
- Encourage the emergence of neighborhood-oriented street level retail along Washington Avenue North.
- Encourage the emergence of street level retail along Fifth Avenue North from north 5th Street to Washington Avenue North to create a vital link between the ballpark, the multi-

modal station and Washington Avenue North.

- Establish medium- and high-intensity mixed-use development in the air rights parcel above the Burlington Northern Right-of-Way and Interstate 394.
- Locate the new Ballpark on an air rights development parcel over the rail yards serving the multi-modal station. Incorporate a large public plaza and open space built on decking over the freeway between the proposed baseball stadium and the existing Target Center. This plaza would provide a link between the stadium and the downtown core while providing an open-air gathering place for very large crowds
- Create new medium-density, mixed-use office development as a buffer around the Hennepin Energy Resource Center site.
- Encourage reduced reliance on the private automobile and greater reliance on public transit through the establishment of a maximum parking requirement (as opposed to minimum parking requirements).

Developable Sites

The Market Analysis (Chapter Three) projected significant development in downtown Minneapolis over the next twenty-plus years, suggesting that the downtown will increase by some 25 million square feet over that period. This figure represents a combination of office / commercial, retail, residential and hotel / lodging development.

A priority of Chapter Seven is to ensure that the Recommended Land Use Plan (Chapter Four) is capable of accommodating development densities that approach the 25 million square feet supported by market projections, as well as any additional development resulting from policy intervention. One such intervention concerns downtown housing.



915 Washington Avenue (DE-7)
921 Washington Avenue (DE-7)



1011 Washington Avenue (DE-8)



1023-25 Washington Avenue (DE-8)



1028 3rd Street S. (DE-8)



1129 Washington Avenue (DE-9)



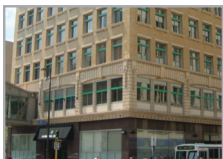
1201-1203 Washington Avenue
(DE-9 / DE-10)



1101 3rd Street S (DE-19)



730 Hennepin Avenue (NL-38)



800 Hennepin Avenue (NL-39)

Figure 7.2
Examples of Historic Buildings for
Potential Designation

While the Market Analysis proposes a potential for up to 5,000 new residential units over the next two decades, the master plan suggests a need for more downtown housing in order to achieve the critical mass required to nurture Complete Communities. Therefore, this report recommends that the housing projection for the Project Area be doubled to 10,000 new residential units over the next twenty-plus years. At an average size of 1,000 gross square feet per dwelling unit, this equates to five million new square feet of residential development, bringing the estimated total for new growth in the Project Area to 30 million gross square feet (see Figure 7.2)

The projected development in the Project Area matrix (see Figure 7.3, page 132) and the Developable Sites Map (see Figure 7.4, page 133), illustrate the relative potential of various sites within the Project Area for redevelopment over the next twenty years. Each site is categorized in one of five different ways. For example, “Open Site Development” refers to an empty site requiring no demolition. “Cleared Site Development” refers to a site with existing buildings that are not identified as having historic or architectural merit; such buildings are likely candidates for demolition given the pressure that might be expected from the market place. These sites vary in size and configuration depending upon available land and the location of adjacent preservable / reusable buildings. The Developable Sites Map also illustrates “Designated Historic Buildings” and “Historic Buildings that may have potential for designation,” the latter being buildings not officially designated as historic, but worth retaining for their potential historic, architectural or community value.

Preservation of Remaining Historic Fabric

Although there are a significant number of protected buildings within the Project Area, even a casual look around many portions of Downtown East and the North Loop indicates that too many of the City’s historic downtown buildings have been demolished. Many such buildings likely possessed both pedestrian-friendly

scale and special attention to architectural detail. Wherever possible, as many existing older buildings as possible should be retained through historic designation. Though many of these buildings are not necessarily the finest representations of a particular architectural style, their existence lends character to Downtown because they are remnants of the City’s past fabric.

A number of pre-1945 downtown buildings within the Project Area are suggested for further consideration as sites for potential historic designation (see Figure 7.5, pages 134-135). It may be wise for the City to consider instituting an intermediate sort of designation that encourages a building’s preservation and reuse based not on its individual appeal, but on its contribution to maintaining a downtown that is rich with “layers” of history.

It is important to note that not specifically listing a building for possible preservation does not mean that a building is recommended for demolition. Rather, it means that there is little reason at this time, based on preliminary review, to restrict an owner’s right to demolish a building for the purposes of redevelopment.

Chapter text continues on page 134

NOTE:

1. Projection includes new development within the existing Downtown Core and in the proposed Core Expansion Area.
2. One developer unit of lodging space = 600 gross square feet
3. One developer unit of residential space = 1,000 gross square feet

	Office	Retail	Hotel/Lodging (2)	Residential (3)	Total Potential Development
Downtown Core (1)					
Office	10,000,000				10,000,000
Retail		150,000			150,000
Hotel / Lodging			960,000		960,000
Residential				900,000	900,000
<i>Total Downtown Core</i>					<i>12,010,000 SF</i>
The North Loop					
Office	4,000,000				4,000,000
Retail		400,000			400,000
Hotel / Lodging			600,000		600,000
Residential				1,500,000	1,500,000
<i>Total North Loop</i>					<i>6,500,000 SF</i>
Downtown East					
Office	3,000,000				3,000,000
Retail		450,000			450,000
Hotel / Lodging			900,000		900,000
Residential				2,600,000	2,600,000
<i>Total Downtown East</i>					<i>6,950,000 SF</i>
Total Projected Development	17,000,000 SF	1,000,000 SF	2,460,000 SF	5,000,000 SF	25,460,000 SF
* Additional residential development achievable through direct policy intervention.				5,000,000 SF	5,000,000 SF
Total Projected Area Development	17,000,000 SF	1,000,000 SF	2,460,000 SF	10,000,000 SF	30,460,000 SF

Figure 7.3 Projected Development in the Project Area

LEGEND

- HIAWATHA LRT (UNDER CONSTRUCTION)
- TRANSIT STATIONS
- PROPOSED RAIL TRANSIT LINES
- 1/4 MILE RADIUS TO LRT STATION
- OPEN SITE DEVELOPMENT
(NO BUILDING DEMOLITION REQUIRED)
- CLEARED SITE DEVELOPMENT
(SOME EXISTING BUILDINGS TO BE DEMOLISHED)
- DESIGNATED HISTORIC BUILDINGS
- ★ HISTORIC BUILDINGS FOR POTENTIAL
DESIGNATION (SUGGESTED BY CONSULTANT
TEAM FOR FURTHER CONSIDERATION)
- AIR RIGHTS DEVELOPMENT
- AIR RIGHTS DEVELOPMENT (POTENTIAL
RECREATIONAL FACILITIES ABOVE EXISTING
PARKING RAMP)
- INFILL DEVELOPMENT SITES (NO BUILDING
DEMOLITION REQUIRED)
- AREAS ARE NOT EXPECTED TO BE
REDEVELOPED IN THE NEAR FUTURE
- STUDY AREA BOUNDARIES
- EXISTING DOWNTOWN CORE
- BOUNDARY FOR EXPANSION OF DOWNTOWN
CORE

NOTE: This map does not depict a formal redevelopment plan. It is intended to help local officials, the business community, and the general public identify those portions of the project area that may or should see redevelopment in the coming twenty years and to show some of the basic challenges and opportunities inherent in various sites.



Figure 7.4 Map of Developable Sites

NOTE: See Figure 7.4 Developable Sites on page 133 for map showing Historic Buildings for Potential Designation.

District	Precinct	Block Number	Address	Building Name	
Downtown East	Downtown Core Expansion	DE-1	251 Third Avenue S.	Lickety Split / Offices	CHAPTER 1
		DE-1	312 S. 4th Street	Kinney and Lange	
		DE-4	607 Washington Avenue	Sawatdee / Residences	CHAPTER 2
		DE-4	614 S. Third Street	People Serving People	
		DE-5	233 Park Avenue	The Old Spaghetti Factory / Office Building	CHAPTER 2
	Washington Village	DE-7	915 Washington Avenue	Inscape	
		DE-7	921 Washington Avenue	Periscope	CHAPTER 3
		DE-7	900-910 S. 3rd Street	Apartment Building / Crumps Clubhouse and Snack bar	
		DE-7	901 Washington Avenue	Commercial Building	CHAPTER 3
		DE-8	1011 Washington Avenue	Open Book	
		DE-8	1023-25 Washington Avenue	Vacant Building	CHAPTER 4
		DE-8	1028 S. 3rd Street	Valspar Annex	
	East Washington	DE-9	1101 Washington Avenue	Frank's Plumbing	CHAPTER 4
		DE-9	1129 Washington Avenue	Vendi Associates Inc.	
		DE-10	1201 Washington Avenue	Maxwell's American Café	CHAPTER 5
		DE-10	1203 Washington Avenue	Woodland Stoves	
		DE-18	312 11th Avenue S.	Valspar Research Center	CHAPTER 5
		DE-19	1101 S. 3rd Street	Valspar	
		DE-23	425 Portland Avenue	Star Tribune	CHAPTER 6
		DE-46	810 S. 7th Street	First Covenant Church	
		DE-51	627 12th Avenue S.	Compassion Center	CHAPTER 6
	Washington Village	DE-55	727 5th Avenue S.	Apartment Building	
	HCMC	DE-55	510 S. 8th Street	House of Charity	CHAPTER 7
	Elliot Park East	DE-55	529 S. 7th Street	Sexton Building	
	HCMC	DE-56	619 S. 7th Street	Minnesota Autobody Co.	CHAPTER 7
	HCMC / Elliot Park East	DE-59	707 10th Avenue S.	Central Free Church	
		DE-59	724 11th Avenue S.	Augustana Lutheran Church	CHAPTER 7
	Elliot Park East	DE-60	1100 S. 8th Street	Apartment Building	
		DE-60	719 11th Avenue S.	Residence	

Figure 7.5 Historic Buildings for Potential Designation

Continued next page

District	Precinct	Block Number	Address	Building Name	
Downtown East		DE-60	717 11th Avenue S.	Residence	CHAPTER 1
	Elliot Park West	DE-60	1101 S. 7th Street	Apartment Building	
		DE-64	816 Park Avenue	Vacant Residence	
		DE-65	706 S. 9th Street	Apartment Building	CHAPTER 2
		DE-67	416 S. 10th Street	Francis Drake Hotel	
		DE-70	900 Centennial Place	Apartment Building	
North Loop	West Hennepin	DE-70	718 S. 10th Street	Apartment Building	CHAPTER 3
		NL-23	426 Hennepin Ave	The Brass Rail	
		NL-23	10 N. 5th Street / 424 Hennepin Ave	Tobacco and Convenience / Auggies	
		NL-23	408 Hennepin Avenue	Gay 90's Theatre, Café & Bar	CHAPTER 4
		NL-37	15 Glenwood Avenue	Hotel Seville	
		NL-37	700 First Avenue N.	O'Donovan's Pub	
		NL-38	730 Hennepin Avenue	Metropolitan State University	CHAPTER 5
		NL-38	701 First Avenue N.	First Avenue	
		NL-39	800 Hennepin Avenue	Carmichael Lynch	
		NL-39	814-16 Hennepin Avenue	Café di Napoli	CHAPTER 6
		NL-39	824 Hennepin Avenue	Hey City Theater	
		NL-39	826 Hennepin Avenue	Hotel Amsterdam	
	5th Street Spine	NL-40	913 Hennepin Avenue	Mackenzie Bar	CHAPTER 7
Downtown Core		5th-3	400 Second Avenue S.	Title Insurance Building	
		5th-4	401 Second Avenue S.	Wells Fargo Midland Building	
		5th-5	12 S. 6th Street	Plymouth Building	CHAPTER 8
		5th-5	15 S. 5th Street	15 S. 5th Street	
		5th-5	512 Nicollet Mall	Renaissance Square	
		5th-6	510 Marquette	510 Marquette (office building)	CHAPTER 9
					CHAPTER 10

Figure 7.5 Historic Buildings for Potential Designation

Policies for Potential Springboard Projects

- Each springboard project is submitted to help paint a tangible picture that can be used as a basis for discussion between the City, landowners, developers, lending agencies, and neighborhood and community groups. It is suggested that the City of Minneapolis encourage the development community to use and draw upon the Potential Springboard Projects as illustrative examples of what might be and where to begin shaping Complete Communities in Downtown East and the North Loop.

ILLUSTRATIVE SPRINGBOARD PROJECTS

The following pages present a series of springboard projects, which represent a cross-section of development precincts and illustrate the range of building development types contemplated for the Project Area, these include Class-A office, mixed-use office, mixed-use residential, infill retail, historic residential, and transit-related facilities, such as the multi-modal station. While the market place will ultimately determine when development on individual projects can take place, it is important to begin envisioning just how the principles and recommendations of the plan could be applied in selected locations.

The sites and locations for these projects were picked on a semi-random basis. It is in no way clear that these are the sites that will without a doubt see development first. Nonetheless, these sites were chosen in order to assemble a collection of “demonstration” projects, each of which might act as a catalyst for further growth and for filling out the development precinct in which it is located. It is hoped that these illustrations will serve as useful tools for encouraging the development community to move beyond the kind of projects that have come to typify traditional development patterns in Minneapolis and move closer towards the kind of projects expressed and envisioned throughout the master plan (see Figures 7.6, page 137).

LEGEND

DEVELOPMENT PHASING

- HIAWATHA LRT (UNDER CONSTRUCTION)
- TRANSIT STATIONS
- - - PROPOSED RAIL TRANSIT LINES
- 1/4 MILE RADIUS TO LRT STATION
- POTENTIAL SPRINGBOARD PROJECTS

SPRINGBOARD PROJECTS

- (A) ELLIOT PARK WEST: MIXED-USE DEVELOPMENT IN THE HEIGHT STEP-DOWN ZONE
- (B) ELLIOT PARK EAST: MEDIUM INTENSITY, RESIDENTIAL DEVELOPMENT
- (C) WASHINGTON EAST: ADAPTIVE RE-USE, INFILL, AND HALF BLOCK DEVELOPMENT
- (D) WASHINGTON VILLAGE: FULL BLOCK, MEDIUM INTENSITY DEVELOPMENT
- (E) DOWNTOWN CORE (EXPANSION AREA): HIGH INTENSITY, COMMERCIAL OFFICE DEVELOPMENT
- (F) WEST HENNEPIN: INFILL DEVELOPMENT PROJECT
- (G) WEST HENNEPIN: DOWNTOWN GATEWAY
- (H) WAREHOUSE WEST: HALF BLOCK DEVELOPMENT PROJECT
- (I) MUNICIPAL SERVICE: PROJECT TO BUFFER EXISTING INDUSTRIAL USE
- (J) THE CUT: MULTIMODAL TRANSIT STATION AND AIR RIGHTS DEVELOPMENT



Figure 7.6 Map of Springboard Project Sites

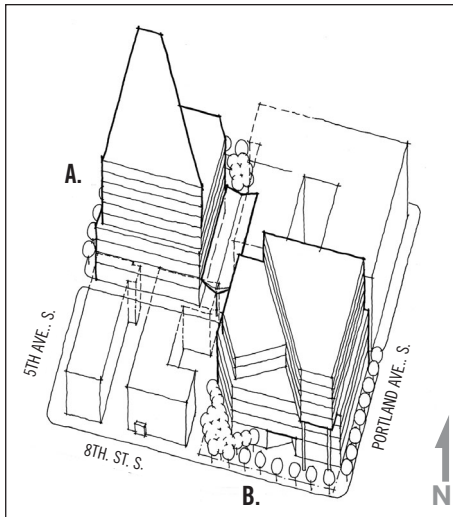


Figure 7.7
Springboard Project A:
Illustrative Drawing

Springboard Project A:

Elliot Park West: Mixed-Use Development in the “Height Step-Down” Zone

The Elliot Park West precinct is seen as a buffer between the Elliot Park neighborhood and the expanded Downtown Core. An appropriate catalyst project would be a mixed-use/commercial development that occupies two quarter-block development sites, one in the northwest quadrant of Block DE-55 and one in the southeast quadrant of the same block. These sites are currently used as surface parking lots. They share the block with the House of Charity (in the southwest quadrant of the block) and the Sexton Building (in the northeast quadrant of the block). Development on these sites should demonstrate medium-density, mixed-use development that is scaled in such a way as to provide a physical transition from the taller, high-intensity buildings in the Core to the shorter, low-intensity buildings in the 9th Street Historic District. Development on these sites should also demonstrate how new construction could coexist with existing historic buildings by preserving the existing view corridor from Park Avenue South to the City Hall Clock Tower (see Figures 5.29 and 5.30, page 90 and 91).

North Parcel DE-55A

Site Description: The site is located on South 7th Street, on the western portion of the block bounded by 5th Avenue South, Portland Avenue and the alley to the south.

Project Description: The project is developed as commercial office space and structured parking with a residential component. Floors 7-10 (residential) are held back from a 60 foot wide view corridor running through the site that is centered on Park Avenue and allows views of the City Hall clock tower. A plaza at the eastern corner of the site introduces a possible galleria space that forms part of an inter-block pedestrian connection, leading to 8th Street South.

South Parcel DE-55B

Site Description: Site located on 8th Street South, on the eastern portion of the block bounded by 5th Avenue South, Portland Avenue and the alley to the north.

Project Description: The project is developed as commercial office space and structured parking. The building base is 4 stories high and steps back and up to the sixth floor. Floors 7-10 (residential) are held back from a 60 foot wide view corridor running through the site that is centered on Park Avenue and allows views of the City Hall clock tower. A plaza along the south face of the building turns the western corner of the site and introduces a possible inter-block pedestrian connection, leading to 7th Street South. Such a connection here would require the cooperation of the building owner to the west.

Development Considerations:

- Developer(s) to provide high level of Streetscape Amenity on public plazas and adjacent sidewalks.
- Developer(s) to actively encourage galleria, enhancing pedestrian circulation through the block
- Developer(s) to actively encourage diagonal view corridor to preserve designated view corridor

Please note:

- Increased FARs are proposed specifically to jump start development on difficult sites (in locations where incentive bonuses may not yield the sort of densities sought in this master plan for the realization of Complete Communities).
- As noted in Chapter Six, it is recommended that the City, the development community, and neighborhood representatives embark on a cooperative process of developing Built Form

Controls that set the parameters for physical design of new projects in the Downtown East and North Loop portions of the Project Area.

Springboard Project A

Development Precinct	Elliot Park West
Block Location	DE-55A
Land Use Classification	Mixed-Use District / Office (MU-0)
Intensity / Height Classification	Medium Intensity (5-13 Floors)
Current Zoning District	B4S-1: Downtown Service District
Recommended Zoning District	B4M-2: Downtown Mixed-Use District

	DE-55A	DE-55B
Gross Site Area	24800	24000
Current FAR	4	4
Maximum Allowable SF(1)	99200	96000
Density Increase	2	2
Maximum Allowable SF(2)	49600	48000
Recommended FAR	6	6
Total Maximum Allowable SF	148800	144000

Springboard Illustrative Drawing Shows:

Building Footprint	17467	19175
Public Open Space	7333	4825

Gross Site Area	24800	24000
Floor Plate (Floors 1-4)	69868	76700
Floor Plate (Floors 5-13)	32124	31286
Floor Plate (Floors 14-plus)	43124	30375

Total Building Area	145116	138361
Required Parking Stalls	107	102
Springboard FAR	5.85	5.77

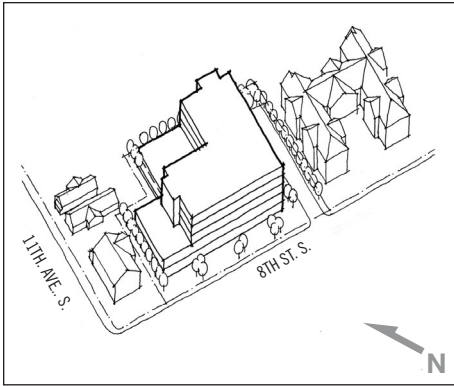


Figure 7.8
Springboard Project B:
Illustrative Drawing

Springboard Project B:

Elliot Park East: Medium Intensity, Residential Development

Consistent with the Elliot Park Neighborhood Plan, the Elliot Park East precinct is slated primarily for residential development. The western edge of Block DE-60 facing Eleventh Avenue South, contains what would appear to be the only remaining street of original single family houses within the Project Area. This row of housing row should be considered for preservation designation. Some structures may need rehabilitation. All of these structures should remain residential in their use.

Block DE-60

Site Description: This springboard project is located in the block bounded by South 7th Street, Eleventh Avenue South, South 8th Street, and the Interstate 35W right-of-way. The development site is in the middle of the South 8th Street side of the block and it is situated between a relatively new 3.5 story residential development to the east and a row of older single family residences to the west, ranging in height from one to two stories.

Project Description: The potential project consists of a five story 'L' – shaped apartment building with structured parking. The building is held back from South 8th Street partly to maintain the setback already established by the neighboring buildings, but also to allow the development of a landscaped buffer to shield the building somewhat from traffic on 8th Street.

Development Considerations:

- Maximum Parking should be limited to fifty stalls (one stall per dwelling unit)
- Developer(s) required to provide high level of landscaping to buffer building from South 8th Street and to buffer existing buildings from this one.

- Developer(s) required to step down this building at west end of site in response to existing adjacent two story house. Similar measures to be employed at east end of site or, increase setback from property line to about 30 feet;

Please note:

- Revised FARs are proposed specifically to jump start development on difficult sites (in locations where incentives may not yield the sort of densities sought in this master plan for the realization of Complete Communities).
- As noted in Chapter Six, it is recommended that the City, the development community, and neighborhood representatives embark on a cooperative process of developing Built Form Controls that set the parameters for physical design of new projects in the Downtown East and North Loop portions of the Project Area.

Springboard Project B

Development Precinct	Elliot Park West
Block Location	DE-60
Land Use Classification	Residential
Intensity / Height Classification	Medium Intensity (5-13)
Current Zoning District	OR-3: Institutional Office Residential
Recommended Zoning District	B4M-2: Downtown Mixed-Use District

Gross Site Area	34355
Current FAR	3.5
Maximum Allowable SF(1)	120242.5

Density Increase	
Maximum Allowable SF(2)	

Recommended FAR	2
Total Maximum Allowable SF	68710

Springboard Illustrative Drawing Shows:

Building Footprint	19000
Public Open Space	15355

Gross Site Area	34355
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Floor Plate (Floors 1-4)	62190
Floor Plate (Floors 5-13)	12095
Floor Plate (Floors 14-plus)	0

Total Building Area	74285
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Required Parking Stalls	50
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Springboard FAR	2.16
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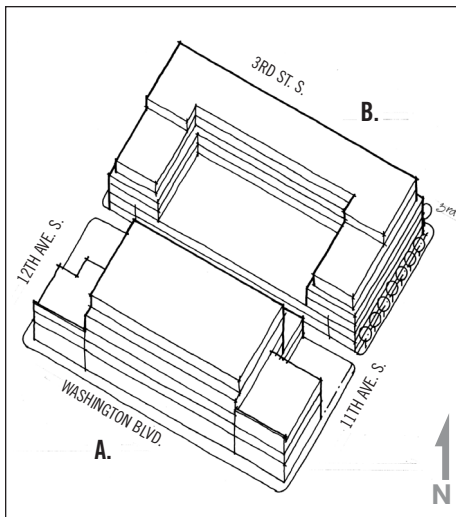


Figure 7.9
Springboard Project C:
Illustrative Drawing

Springboard Project C:

Washington East: Adaptive Re-Use, Infill, and Half-Block Development

The Washington East precinct is intended to accommodate mixed-use/commercial and live/work opportunities. In an effort to enliven the pedestrian/consumer experience along Washington Avenue, this proposed springboard project on Block DE-90 would be of similar character to the Open Book facility: an adaptive re-use of an existing historic structure (albeit one that is not currently designated as an historic site.).

It is assumed that the north and south sites on block DE-9 will be developed in concert with one another.

Parcel DE-9A

Site Description: This springboard project is located on the block that is bounded by Washington Avenue South, 11th Avenue South, South 3rd Street, and 12th Avenue South. The north parcel faces mid-block on Washington Avenue South. An existing alley forms the southern boundary of this parcel. The site is situated between two existing buildings, one of which is two stories and the other is three stories in height. Both of the adjacent buildings are recommended for further consideration for potential historic designation.

Project Description: It is assumed that the north and south sites on block DE-9 will be developed in concert with one another. The potential four-story building on the north portion of the block contains office/commercial space with retail space at grade focused on Washington Avenue South. The upper levels could consist of office/studio space. Because of the deep floor plate (155 feet) an atrium configuration might be desirable. It is assumed that structured parking will be provided for this building through development on the south site. The larger floor plate on the southern parcel of this block will better accommodate this function.

Parcel DE-9B

Site Description: This springboard project is located on the block that is bounded by Washington Avenue South, 11th Avenue South, South 3rd Street, and 12th Avenue South. The north parcel faces mid-block on South 3rd Street. An existing alley forms the northern boundary of this parcel.

Project Description: It is assumed that the north and south sites on block DE-9 will be developed in concert with one another. The building on the south site is set back from the property lines to allow the creation of a sidewalk of at least 12 feet in width. Structured parking for the entire development is located within the interior of the south site (below the rooftop open space) and it is accessed from the alley.

Development Considerations:

- Developer(s) to actively encourage retail tenants along Washington Avenue South;
- The City should encourage adjacent buildings to replace their surface parking with pocket parks in trade for subsidizing off-street structured parking for them within the shared use structure on DE-9

Please note:

- Increased FARs are proposed specifically to jump start development on difficult sites (in locations where incentive bonuses may not yield the sort of densities sought in this master plan for the realization of Complete Communities).
- As noted in Chapter Six, it is recommended that the City, the development community, and neighborhood representatives embark on a cooperative process of developing Built Form Controls that set the parameters for physical design of new projects in the Downtown East and North Loop portions of the Project Area.

Springboard Project C

Development Precinct	Washington East
Block Location	DE-9
Land Use Classification	Mixed-Use District / Office (MU-0)
Intensity / Height Classification	Medium Intensity (5-13 Floors)
Current Zoning District	I-1: Light Industrial District
Recommended Zoning District	B4M-2: Downtown Mixed-Use District

	<u>DE-9A</u>	<u>DE-9B</u>
Gross Site Area	31000	52800
Current FAR	2.7	2.7
Maximum Allowable SF(1)	83700	142560
Density Increase	1.3	1.3
Maximum Allowable SF(2)	40300	68640
Recommended FAR	4	4
Total Maximum Allowable SF	124000	211200

Springboard Illustrative Drawing Shows:

Building Footprint	31000	51150
Public Open Space	0	1650

Gross Site Area	31000	52800
Floor Plate (Floors 1-4)	111600	168600
Floor Plate (Floors 5-13)	19400	71800
Floor Plate (Floors 14-plus)	0	0

Total Building Area	131000	240400
Required Parking Stalls	97	178
Springboard FAR	4.23	4.55

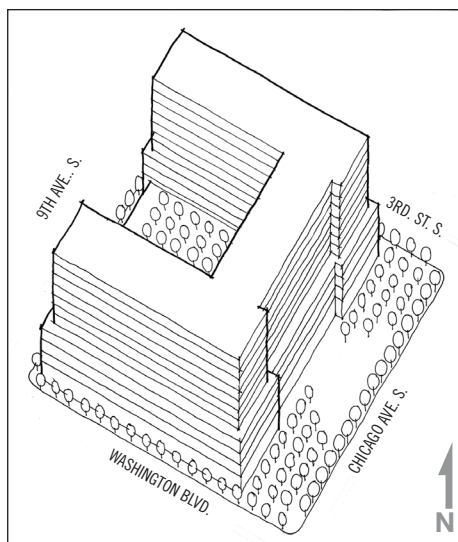


Figure 7.10
Springboard Project D:
Illustrative Drawing

Springboard Project D:

Washington Village: Full Block, Medium Intensity Development

Like the Warehouse West precinct in North Loop, Washington Village holds the best promise for near term realization of a Complete Community. As such, the site that fronts both Washington Avenue and Chicago Avenue was selected as a potential springboard project. The proposed development, on Block DE-6, would be a mixed-use residential project, with a strong neighborhood retail center at-grade.

Block DE-6

Site Description: This springboard project is located on the block that is bounded by Washington Avenue South, Chicago Avenue, South 3rd Street South and Ninth Avenue South. An existing, small, modern, four-story office building would need to be demolished.

Project Description: The four-story base contains retail space at grade, and commercial space on second through fourth floors, facing Washington and Chicago Avenues. "Stacked" town houses would face South 3rd Street. The center of the site is occupied by a 4.5 story parking structure, the roof of which would be developed as a landscaped amenity space for building residents. Residential units rise above the four-story building base on three sides filling out an overall building height of 11 stories.

Development Considerations:

- Allowable FAR of 6 is calculated over the entire site, including dedicated park space
- Developer(s) required to provide high level of streetscape amenity and to consider a dedicated park space on the widened right-of-way of Chicago Avenue. A widened right-of-way in this block is also recommended for this location as part of the Update to the Historic Mills District Master Plan

which was adopted by the City in 2001.

- Retail development should be encouraged at the street level along Washington Avenue South and Chicago Avenue.

Please note:

- Increased FARs are proposed specifically to jump start development on difficult sites (in locations where incentive bonuses may not yield the sort of densities sought in this master plan for the realization of Complete Communities).
- As noted in Chapter Six, it is recommended that the City, the development community, and neighborhood representatives embark on a cooperative process of developing Built Form Controls that set the parameters for physical design of new projects in the Downtown East and North Loop portions of the Project Area.

Springboard Project D

Development Precinct	Washington Village
Block Location	DE-6
Land Use Classification	Mixed-Use District / Residential (MU-R)
Intensity / Height Classification	Medium Intensity (5-13 Floors)
Current Zoning District	I-1: Light Industrial District
Recommended Zoning District	B4M-2: Downtown Mixed-Use District

Gross Site Area	105625
Current FAR	2.7
Maximum Allowable SF(1)	285187.5

Density Increase	3.3
Maximum Allowable SF(2)	348562.5

Recommended FAR	6
Total Maximum Allowable SF	633750

Springboard Illustrative Drawing Shows:

Building Footprint	76500
Public Open Space	29125

Gross Site Area	105625
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Floor Plate (Floors 1-4)	158000
Floor Plate (Floors 5-13)	295890
Floor Plate (Floors 14-plus)	0

Total Building Area	453890
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Required Parking Stalls	453
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Springboard FAR	4.30
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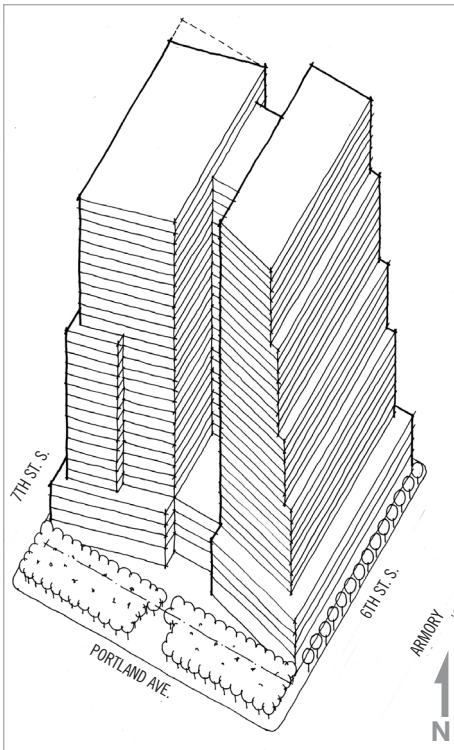


Figure 7.11
Springboard Project E:
Illustrative Drawing

Springboard Project E:

Downtown Core (Expansion Area): High Intensity, Commercial Office Development

The Master Plan recommends that the Downtown Core be expanded nine full city blocks on the northeast corner of the existing core. The proposed extended boundary of the core would terminate in a significant north/south greenway along Portland Avenue. Block DE-43 was selected as a candidate site for a potential springboard project to demonstrate the potential for a Class-A full block office complex in the expansion area of the core. Importantly, this springboard project provides insight concerning the incorporation of open space into the construction of a high-intensity project as a means to incrementally building the Portland Avenue Greenway. The developer would be required to maintain the portion of this site dedicated to the greenway.

Block DE-43

Site Description: This full-block building site is located immediately south of the Armory in the proposed expansion area of the Downtown Core. The block is bounded by South 6th Street on the north, Portland Avenue on the east, South 7th Street on the south, and Fifth Avenue South on the west. This parcel is located one block south of the Hiawatha LRT line and is within easy walking distance of the Downtown East LRT Station and the Government LRT Station. The envelope and massing for building construction on this site should allow for preservation of an existing view corridor that stretches from Lake Street to the City Hall clock tower and cuts across a small portion of the southwest corner of the site.

Project Description: Development on this site should include a high-intensity office project sited on the proposed Portland Avenue Greenway. The building's four-story base helps to create a transition in scale from office core on the west to the medium intensity neighborhoods on the east of this site. Two linked, connected

towers rise above the base. The southerly tower reaches 30 stories. Its southwestern corner is angled to avoid interrupting the view corridor (see dotted line on illustrative drawing). The northerly tower reaches 33 stories and is stepped back from South 6th Street to lessen the impact on the Armory. The two large towers are connected by a link that reaches 28 stories. Structured parking is accommodated underground. The building takes advantage of the park along Portland Avenue by incorporating it into the main entry treatment.

Development Considerations: A maximum FAR of 16 is recommended to maximize potential of site. The FAR is calculated based on Gross Site Area (including the public park) to increase built area as compensation for dedication of park space. Developer(s) should be required to provide high level of streetscape amenity on the public plaza and along sidewalks at South 6th and 7th Streets.

Please note:

- As noted in Chapter Six, it is recommended that the City use incentives bonuses in lieu of Built Form Controls to achieve better design for new projects in the Existing Core, the Expanded Downtown Core, and the air rights parcels over "The Cut."

Springboard Project E

Development Precinct	Downtown Core Expansion Area
Block Location	DE-43
Land Use Classification	Office
Intensity / Height Classification	High Intensity (14 Floors and Taller)
Current Zoning District	B4C-2: Downtown Commercial District
Recommended Zoning District	B4: Downtown Business District

Gross Site Area	105600
Current FAR	8
Maximum Allowable SF(1)	844800

Density Increase	8
Maximum Allowable SF(2)	844800

Recommended FAR	16
Total Maximum Allowable SF	1689600

Springboard Illustrative Drawing Shows:

Building Footprint	76280
Public Open Space	29320

Gross Site Area	105600
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Floor Plate (Floors 1-4)	305120
Floor Plate (Floors 5-13)	427617
Floor Plate (Floors 14-plus)	760208

Total Building Area	1492945
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Required Parking Stalls	1378
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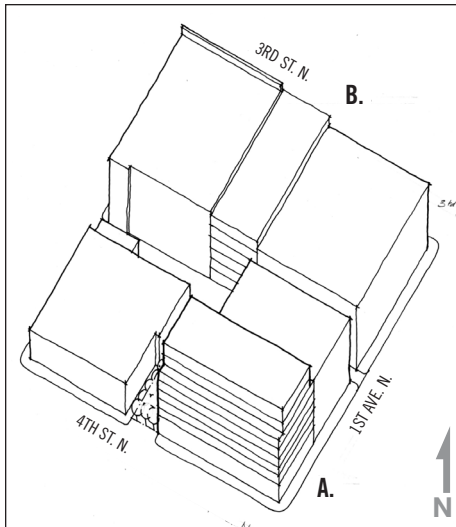


Figure 7.12
Springboard Project F:
Illustrative Drawing

Springboard Project F:

West Hennepin: Infill Development Project

If the City is to promote further rehabilitate its Warehouse District, much of which is within the West Hennepin Precinct, it needs to encourage the development of high-quality, mixed-use commercial and housing facilities constructed on infill development sites. Many suitable candidate sites exist; most are cleared and serving as surface parking lots. Two candidate sites have been identified on Block NL-13 and are considered to be developed in concert with one another.

Parcel NL-13A

Site Description: This springboard site is located at the intersection of North 4th Street and First Avenue North on the block that is bounded by North 3rd Street, First Avenue North, North 4th Street, and Second Avenue North.

Project Description: Two infill development projects are proposed in conjunction with one another to fill out the existing underdeveloped spaces on this block. The main level of this development should be developed with the flexibility to accommodate retail space, should it become a viable option. Floors 2 through 6 could be office/commercial space and the 7th and 8th floors would be residential loft units, set back from the northeast and southwest facades to allow for balconies. A small, landscaped pocket park is provided mid block on North 4th Street at the western edge of the southeast parcel. This acts both as a public amenity and as a buffer from the neighboring building, which has an existing restaurant with windows that will now look onto the new park.

Development Considerations:

- Maximum allowable building height - 8 floors.
- Due to small size of lot and neighborhood context, no set back is

required at 4th floor. However, cornice and window lines of neighboring buildings must be carried in to the design of new building.

- As recommended in Chapter Six, parking requirements for these infill development sites is "zeroed-out" due to the close proximity of the Fourth and Fifth Street Garages

Parcel NL-13B

Site Description: This springboard site is located on North 3rd Street on the block that is bounded by North 3rd Street, First Avenue North, North 4th Street, and Second Avenue North.

Project Description: The main level of this development should be developed with the flexibility to accommodate retail space, should it become a viable option. Floors 2 through 6 could be office / commercial space.

Development Considerations: A maximum FAR of 6 is recommended.

- Due to small size of lot and neighborhood context, no set back is required at 4th floor, however, cornice and window lines of neighboring buildings must be carried into the design of the new building
- As recommended in Chapter Six, parking requirements for these infill development sites is 'zeroed-out' due to the close proximity of the Fourth and Fifth Street Garages

Please note:

- Increased FARs are proposed specifically to jump start development on difficult sites (in locations where incentive bonuses may not yield the sort of densities sought in this master plan for the realization of Complete Communities).
- As noted in Chapter Six, it is recommended that the City, the development community, and neighborhood representatives embark on a cooperative process of developing Built Form

Controls that set the parameters for physical design of new projects in the Downtown East and North Loop portions of the Project Area.

Springboard Project F

Development Precinct	West Hennepin	
Block Location	NL-13	
Land Use Classification	Mixed Use District / Office (MU-0)	
Intensity / Height Classification	Medium Intensity (5-13 Floors)	
Current Zoning District	B4C-2: Downtown Commercial District	
Recommended Zoning District	B4M-2: Downtown Mixed Use District	

	NL-13A	NL-13B
Gross Site Area	15760	8100
Current FAR	8	8
Maximum Allowable SF(1)	126080	64800
Density Increase	0	0
Maximum Allowable SF(2)	0	0

Recommended FAR	6	6
Total Maximum Allowable SF	94560	48600

Springboard Illustrative Drawing Shows:

Building Footprint	12800	8100
Public Open Space	2960	0

Gross Site Area	15760	8100
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Floor Plate (Floors 1-4)	54326	32400
Floor Plate (Floors 5-13)	51200	16200
Floor Plate (Floors 14-plus)	0	0

Total Building Area	105526	48600
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Required Parking Stalls	106	49
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Springboard FAR	6.70	6.00
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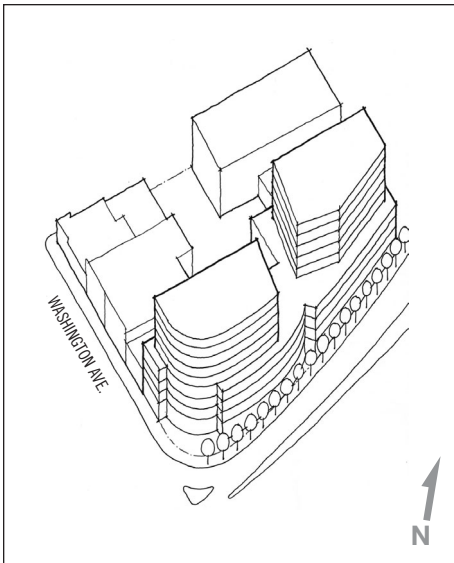


Figure 7.13
Springboard Project G:
Illustrative Drawing

Springboard Project G:

West Hennepin: Downtown Gateway Development Project

One of the development challenges for the City is to promote development that fills in the gaps of the Warehouse District particularly along Washington Avenue North. As noted above, the key development opportunities in the West Hennepin Precinct are for high-quality, infill projects that mix commercial and residential uses on relatively small building lots. One such site - Block NL-5 - is noteworthy because it fronts both Washington Avenue North and a freeway off-ramp from Interstate 394. This site also shares the block with existing historic buildings. Furthermore, this block is an ideal candidate for demonstrating how a building can also be thought of as an important gateway marking an important entrance to Downtown.

Block NL-5

Site Description: This springboard site is located at the “head” of and immediately adjacent to Interstate 394. The block is bounded by Washington Avenue North, Second Avenue North, the existing viaduct that serves as an on-ramp to Interstate 94, and the northern most freeway ramp to/from Interstate 394. The western-most portion of block is currently under-developed and faces the curving Interstate 394. The remainder of the site is occupied by buildings that are designated as preservation sites. This building site is divided into two major components. The south portion of the site is wider and fronts both freeway ramps, thus, it is more suitable for office use. The north portion of the site faces Washington Avenue and I-394. From an urban design perspective, the location where the I-394 off-ramp rises to meet Washington Avenue is presently quite harsh.

Project Description: The proposed building aims to clean up this tricky site by incorporating recommended uses within two building towers that are unified by a single base structure. The four-story base includes two components. The south portion of the base could consist of 4-story parking structure and/or office/commer-

cial space. At-grade retail does not appear to be a viable option on the southern portion of this site. On the northern half of the block, ground-level spaces along Washington Avenue side of the project are to be designed in such a way that they can be easily changed over the years (from office to retail space) according to the demands of the marketplace. The remaining floors of the base structure should be given over to commercial office space.

Above the base, the site could be used to develop two towers. The south tower would accommodate residential development. It rises an additional five floors above the project's 4-story base for a total of 9 floors. The north tower would also rise an additional five floors above the project's 4-story base and accommodate office/commercial uses. Both towers are set back from the base.

Development Considerations:

- A maximum FAR of 8 is recommended
- Developer to provide usable public open space. In this case, a plaza with a potential zone for a sidewalk café could be developed at a curved building entry;
- Developer required to provide gateway through expression in building architecture or by contributing funds to the City for construction of a freestanding gateway.

Please note:

- Increased FARs are proposed specifically to jump start development on difficult sites (in locations where incentive bonuses may not yield the sort of densities sought in this master plan for the realization of Complete Communities).
- As noted in Chapter Six, it is recommended that the City, the development community, and neighborhood representatives embark on a cooperative process of developing Built Form Controls that set the parameters for physical design of new projects in the Downtown East and North Loop portions of the Project Area.

Springboard Project G

Development Precinct	West Hennepin
Block Location	NL-5
Land Use Classification	Mixed Use District / Office (MU-0)
Intensity / Height Classification	Medium Intensity (5-13 Floors)
Current Zoning District	B4C-2: Downtown Commercial District
Recommended Zoning District	B4M-2: Downtown Mixed Use District

Gross Site Area	31000
Current FAR	8
Maximum Allowable SF(1)	248000

Density Increase	0
Maximum Allowable SF(2)	0

Recommended FAR	8
Total Maximum Allowable SF	248000

Springboard Illustrative Drawing Shows:

Building Footprint	28600
Public Open Space	2400

Gross Site Area	31000
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Floor Plate (Floors 1-4)	114400
Floor Plate (Floors 5-13)	80000
Floor Plate (Floors 14-plus)	0

Total Building Area	194400
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Required Parking Stalls	147
	6.27

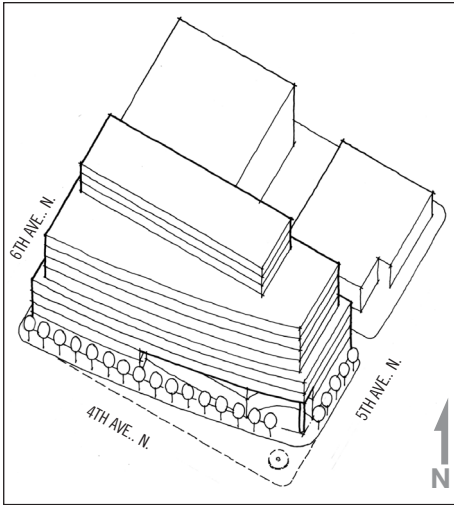


Figure 7.14
Springboard Project H:
Illustrative Drawing

Springboard Project H:

Warehouse West: Half-Block Development Project

The Warehouse West precinct holds promise for further development of a mixed-use neighborhood focused on a retail cluster along Fifth Avenue North. A mid-rise, mixed-use residential complex would be particularly beneficial for furthering the development/rehabilitation of this precinct. Block NL-9 was selected as a site that demonstrates the transition between the Warehouse West precinct and the Freeway West precinct. Admittedly a full integration of these two precincts is only possible in the long term given the challenge of demolishing the freeway on/off ramps and re-routing that traffic to existing surface streets (See Figure 5.2).

Block NL-9

Site Description: This springboard site is located immediately north of the existing viaduct that serves freeway traffic to and from Interstate 94. The block is bounded by North 3rd Street, Fifth Avenue North, North 4th Street, and Sixth Avenue North. The North 4th Street side of the block follows the curve of the freeway viaduct. Until such time as the freeway viaduct is removed, full block development on this site is not be possible. It may be necessary to demolish a small existing warehouse-type building.

Project Description: The four-story base of the potential building contains office/commercial space with retail frontage along Fifth Avenue North. Floors 5 through 8 are set back from the building base and would contain commercial space. Floors 9 through 11 are set back further and would contain residential units, many of which would feature dramatic views of the Downtown skyline. Some open space is provided along the southwest side of the development. Removal of the freeway viaduct would allow the capture of a triangular site to the south that should be developed as public open space. Structured parking would be accommodated below ground or on the inside portions the block on the lower lev-

els of the building so that it is screened by active uses.

Development Considerations:

- A maximum FAR of 8 is recommended.
- Developer(s) to encourage retail uses along Fifth Avenue North
- Developer required to provide high level of streetscape amenity on all adjacent sidewalks.
- Upon demolition of freeway viaduct, developer(s) to provide usable open space on reclaimed portion of block. This open space should include a unique feature such as a fountain or kiosk.

Please note:

- Increased FARs are proposed specifically to jump start development on difficult sites (in locations where incentive bonuses may not yield the sort of densities sought in this master plan for the realization of Complete Communities).
- As noted in Chapter Six, it is recommended that the City, the development community, and neighborhood representatives embark on a cooperative process of developing Built Form Controls that set the parameters for physical design of new projects in the Downtown East and North Loop portions of the Project Area.

Springboard Project H

Development Precinct	Warehouse West
Block Location	NL-9
Land Use Classification	Mixed-Use District / Office (MU-0)
Intensity / Height Classification	Medium Intensity (5-13 Floors)
Current Zoning District	I-2: Medium Industrial District
Recommended Zoning District	B4M-2: Downtown Mixed Use District

Gross Site Area	46994
Current FAR	2.7
Maximum Allowable SF(1)	126883.8

Density Increase	5.3
Maximum Allowable SF(2)	249068.2

Recommended FAR	8
Total Maximum Allowable SF	375952

Springboard Illustrative Drawing Shows:

Building Footprint	44138
Public Open Space	2856

Gross Site Area	46994
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Floor Plate (Floors 1-4)	170224
Floor Plate (Floors 5-13)	170224
Floor Plate (Floors 14-plus)	0

Total Building Area	340448
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Required Parking Stalls	278
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7.24

CHAPTER 1

CHAPTER 2

CHAPTER 3

CHAPTER 4

CHAPTER 5

CHAPTER 6

CHAPTER 7

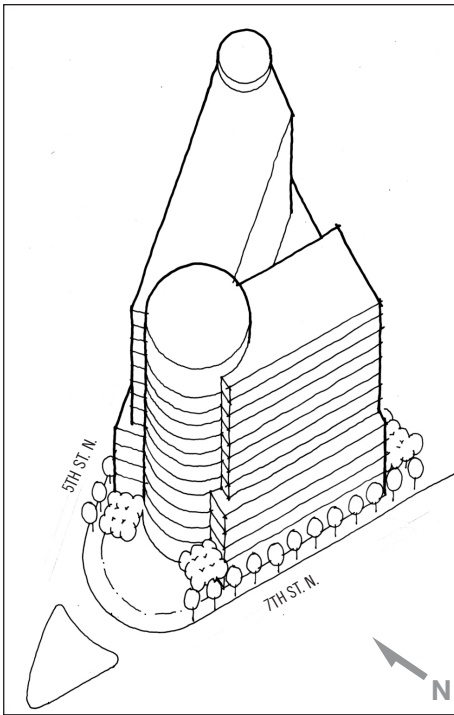


Figure 7.15
Springboard Project I:
Illustrative Drawing

Springboard Project I:

Municipal Service: Project to Buffer Existing Industrial Use

The Municipal Service includes a series of edge properties that could be redeveloped as buffers around existing industrial uses. A suitable springboard project would be a mid-rise office development on Block NL-26 at North 7th Street and Sixth Avenue North, adjacent to the Hennepin County Energy Resource Center and the MetroTransit Bus Facility. Previously identified as a potential site in the Meyer-Mohaddes Downtown Minneapolis Multi-Modal Station Area Plan, it is ideal to illustrate the re-use of remnant properties within the City's downtown.

Block NL-26

Site Description: This springboard development site located at the intersection of North 5th Street and North 7th Street. In conjunction with development on Block NL-27. Development on this site will provide additional employment opportunities in the North Loop while creating a buffer between the existing Hennepin County Environmental Resource Center and potential mixed use development proposed along North 5th Street west of the Multi-Modal Station.

Project Description: The four-story base of this building would contain office/commercial space. Floors 5 through 14 also contain commercial/office space, set back from the base. On the northwest corner a curved tower form marks the highly visible corner of this site and creates a marker that serves as a gateway to the North Loop. This volume also fronts a large public plaza located at the intersection. A small pocket park is provided at the south end of the site as well. Structured parking is accommodated on the lower levels along the back of the site facing the existing Hennepin County Environmental Resource Center.

Development Considerations:

- A maximum FAR of 8 is recommended

- Developer to provide public plaza and pocket park
- Developer required to provide high level of streetscape amenity on public plaza and along sidewalks adjacent to the property.

Please note:

- Increased FARs are proposed specifically to jump start development on difficult sites (in locations where incentive bonuses may not yield the sort of densities sought in this master plan for the realization of Complete Communities).
- As noted in Chapter Six, it is recommended that the City, the development community, and neighborhood representatives embark on a cooperative process of developing Built Form Controls that set the parameters for physical design of new projects in the Downtown East and North Loop portions of the Project Area.

Springboard Project I

Development Precinct	Municipal Service
Block Location	NL-26
Land Use Classification	Mixed Use District / Office (MU-O)
Intensity / Height Classification	Medium Intensity (5-13 Floors)
Current Zoning District	I-3: General Industrial District
Recommended Zoning District	B4M-2: Downtown Mixed Use District

Gross Site Area	50991
Current FAR	3.5
Maximum Allowable SF(1)	178468.5

Density Increase	4.5
Maximum Allowable SF(2)	229459.5

Recommended FAR	8
Total Maximum Allowable SF	407928

**Springboard Illustrative
Drawing Shows:**

Building Footprint	38593
Public Open Space	12398

Gross Site Area	50991
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Floor Plate (Floors 1-4)	154372
Floor Plate (Floors 5-13)	251312
Floor Plate (Floors 14-plus)	0

Total Building Area	405684
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Required Parking Stalls	300
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Springboard FAR	7.96
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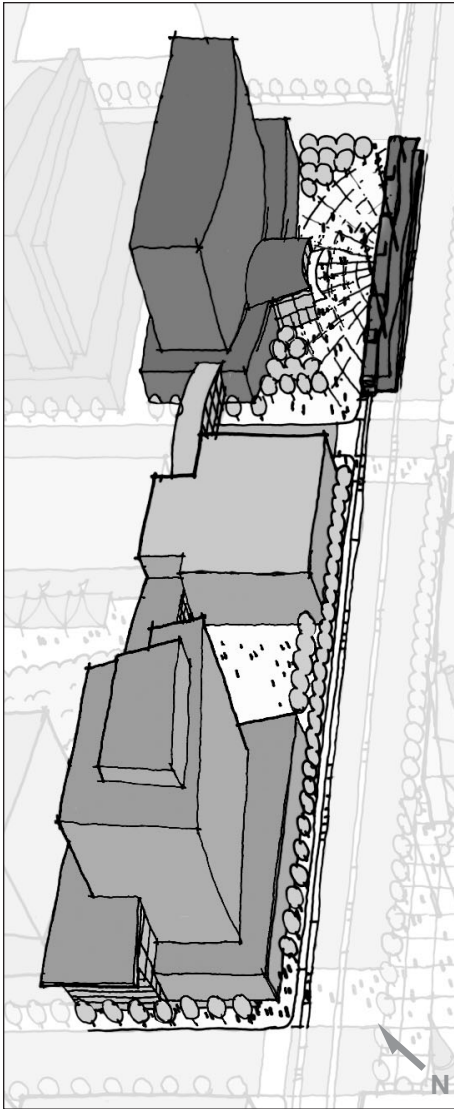


Figure 7.16
Springboard Project J:
Illustrative Drawing

Springboard Project J

The Cut: Multi-Modal Transit Station and Air Rights Development

A major public sector initiative would be the construction of a multi-modal train station and air rights development in one portion of The Cut (Blocks NL-20 and NL-21). This site was selected to demonstrate how the Multi-Modal station would better serve the goals of downtown development, particularly if its focus shifted eastward from its current site at 5th and Fourth, to a new location which is better integrated into the surrounding fabric of the city.

It is important that these two sites be developed in concert to ensure the implementation of the “Central Station” concept of bridging of the existing freeway trench to create a strong connection between the multi-modal station and the Downtown Core.

West Parcel: Block NL-20

Site Description: This air rights development site is located above the existing Burlington Northern Right of Way and the intended tracks related to the Multi-Modal Rail Station and what is now a sunken surface parking lot. It includes the air rights in the southern portion of the block bounded by North 5th Street, Third Avenue North, the existing off-ramp from Interstate 94, and the western boundary of the Burlington Northern Right of Way. North 5th Street would be rebuilt at a level similar to adjacent city streets and this portion of the site would be decked over to accommodate development. Eventually, North 4th Street would be rebuilt and the northern portion of the site similarly developed. (see Chapters Four and Five).

Project Description: Development on this site includes a new mixed use project that integrates an air rights parcel above the trench and the rehabilitation of existing historically designated structures that line the west side of Third Avenue North. The project would consist of a 4 story base with mixed use development above. A large public open space is provided at the eastern end of

the site. This would ultimately merge with similar open spaces that would extend northward to North 4th Street and Washington Avenue.

For the purposes of the analysis of this air rights parcel, this development scheme recognizes but does not detail the design for station tracks and platforms, which are located within the trench and extend beneath North 5th Street onto sites NL-11 and NL-29. An elevated concourse would pass through the upper levels of the base of the new development and through the small existing building on Third Avenue North. This historic building would be purchased and redeveloped to include ancillary station spaces such as offices. The elevated concourse would run from this existing building across Third Avenue North to Block NL-21.

Development Considerations:

- Because of the importance of establishing this significant gateway to the City and the expense of decking the freeway and rebuilding North 5th Street, it will be very important for the City to have intergovernmental partners and at least one private sector partner.
- A maximum FAR of 11 should be allowed
- Parking requirements should be reduced to one half the typical requirement of 1 car per 1000 sq. ft. partly in consideration of close proximity of North 4th Street and North 5th Street parking garages.

East Parcel (Block NL-21):

Site Description: This air rights development site located directly above Interstate 394 on the block bounded by Second Avenue North, North 5th Street, Third Avenue North, and the existing off-ramp from Interstate 94. North 5th Street would be rebuilt at street level and the site would be decked over to accommodate the

development on the southern portion of this block. Eventually, North 4th Street would also be rebuilt as a surface street and similar development could proceed on the northern portion (see Chapters 4 and 5).

Project Description: A large office building is sited on the northerly portion of the site with a large public plaza fronting on North 5th Street adjacent to the LRT tracks and station. The building consists of a four-story base with a tower above. The base would incorporate retail development along the plaza.

The public lobby of the new multi-modal station would be incorporated into the building base. This lobby would help to connect the multi-modal station on Block NL-20 to the existing built up area of the Downtown. It would include direct access to an elevated concourse that would feed passengers from the lobby into the area of the station where train platforms are located.

Development Considerations: Because of the importance of establishing this significant gateway to the City and the expense of decking the freeway and rebuilding North 5th Street, it will be very important for the City to have intergovernmental partners and at least one private sector partner.

- A maximum FAR of 11 should be allowed
- Parking requirements should be reduced to one half the typical requirement of 1 car per 1000 sq. ft. partly in consideration of close proximity of North 4th Street and North 5th Street parking garages.

Please note:

- As noted in Chapter Six, it is recommended that the City use incentives bonuses in lieu of Built Form Controls to achieve better design for new projects in the Existing Core, the Expanded Downtown Core, and the air rights parcels over “The Cut.”

Springboard Project J

Development Precinct	The Cut
Block Location	NL-20
Land Use Classification	Mixed Use District / Office (MU-0)
Intensity / Height Classification	Medium Intensity (5-13 Floors)
Current Zoning District	I-2: Medium Industrial District
Recommended Zoning District	B4M-3: Downtown Mixed Use District

Gross Site Area	51150
Current FAR	2.7
Maximum Allowable SF(1)	138105

Density Increase	8.3
Maximum Allowable SF(2)	424545

Recommended FAR	11
Total Maximum Allowable SF	562650

Springboard Illustrative
Drawing Shows:

Building Footprint	37200
Public Open Space	13950

Gross Site Area	51150
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Floor Plate (Floors 1-4)	148800
Floor Plate (Floors 5-13)	140400
Floor Plate (Floors 14-plus)	171600

Total Building Area	460800
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Required Parking Stalls	197
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Springboard FAR	9.01
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Springboard Project J

Development Precinct	The Cut
Block Location	NL-21
Land Use Classification	Mixed Use District / OFFICE (MU-0)
Intensity / Height Classification	High Intensity (14 Floors and Taller)
Current Zoning District	B4C-2: Downtown Commercial District
Recommended Zoning District	B4M-2

Gross Site Area	57600
Current FAR	8
Maximum Allowable SF(1)	460800

Density Increase	3
Maximum Allowable SF(2)	172800

Recommended FAR	11
Total Maximum Allowable SF	633600

Springboard Illustrative
Drawing Shows:

Building Footprint	34240
Public Open Space	23600

Gross Site Area	57840
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Floor Plate (Floors 1-4)	136960
Floor Plate (Floors 5-13)	216000
Floor Plate (Floors 14-plus)	264000

Total Building Area	616960
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Required Parking Stalls	264
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Springboard FAR	10.71
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The *Minneapolis Downtown East/North Loop Master Plan* resulted from the efforts of a multi-disciplinary consultant team of urban development specialists.

IBI Group is a multi-national firm of planners, architects and engineers specializing in urban solutions that integrate transportation and land use strategies to promote Transit-Oriented Development (TOD). The firm, working from its Irvine, CA office was lead consultant for this Master Plan Study and assumed responsibility for land use and implementation strategies.

Contact Information:
Telephone: 949.833.5588
Website: www.ibigroup.com

Hoisington Koegler Group Inc., of Minneapolis, MN, is a firm of land use planners, urban designers and landscape architects. Their team role included responsibility for urban design, as well as providing local knowledge and client liaison.

Contact Information:
Telephone: 612.338.0800
Website: www.hkgi.com

Bonz/Rea, of Boston, MA, specializes in economic feasibility for urban real estate development. Their team role regarded production of the market analysis for the Project Area.

Contact Information:
Telephone: 617.478.2090

Benshoof and Associates, of Hopkins, MN, is a firm of transportation planners and engineers. Their team role regarded analysis of traffic impacts and solutions for the Project Area.

Contact Information:
Telephone: 952.238.1667
Website: www.benshoof.com